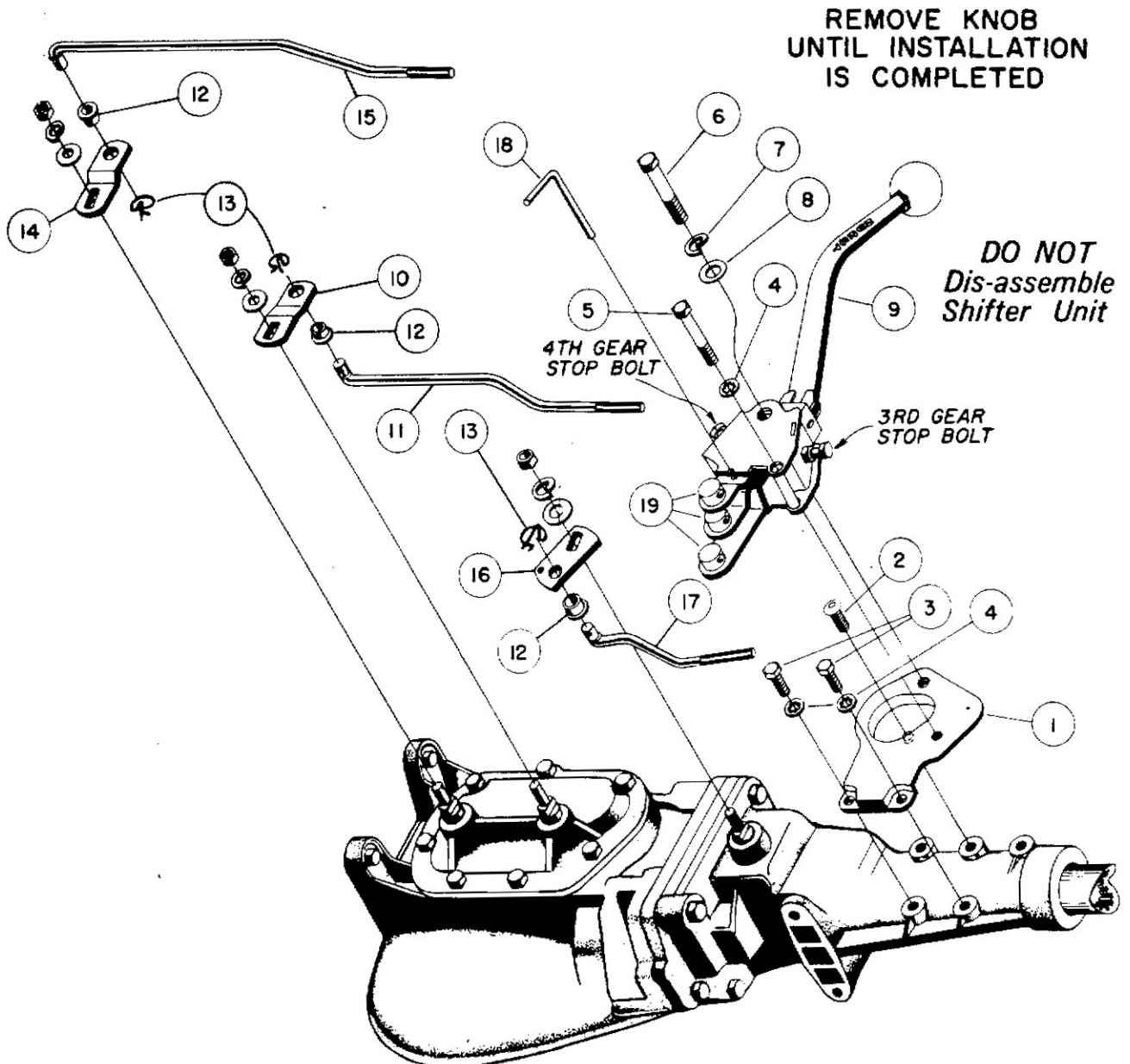


'65-'67 CHEVROLET

MUNCIE FOUR SPEED · SEVEN BOLT SIDE COVER TRANSMISSION

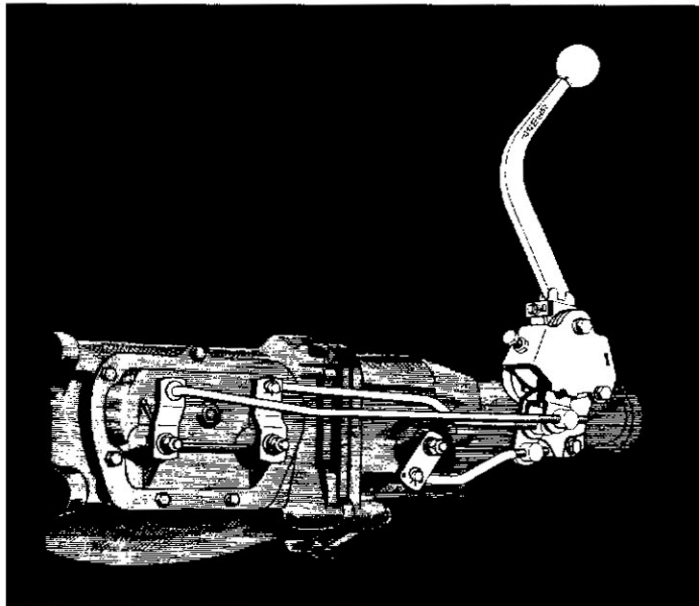
WARNING

THIS TRANSMISSION DOES NOT HAVE AN INTERLOCK TO PREVENT ENGAGEMENT OF THE REVERSE GEAR WHEN ANY OF THE FORWARD GEARS ARE ENGAGED. SEVERE DAMAGE TO THE TRANSMISSION WILL RESULT IF THIS SHOULD OCCUR. DOUBLE-CHECK THE LINKAGE BEFORE STARTING THE ENGINE OR MOVING THE CAR. INSERT NEUTRAL ALIGNMENT ROD (PT. 1725) THROUGH LEVERS AND CHECK POSITIONS OF TRANSMISSION SHIFTING ARMS. 1-2 AND 3-4 TRANSMISSION CONTROL ARMS MUST BE AT NEUTRAL POSITIONS OF THEIR TRAVEL. REVERSE GEAR CONTROL ARM MUST BE AT FORWARD END OF ITS TRAVEL (DIS-ENGAGED).



Do Not Remove Transmission From Car

CS-4-65 INSTRUCTIONS



**HURST COMPETITION PLUS® FLOOR SHIFT
MUNCIE 4 SPEED TRANSMISSION**

CONTENTS OF KIT

1. MOUNTING PLATE - PT. 4205
2. 3/8-16 X 5/8 SOCKET SCREW
3. 3/8-16 X 5/8 BOLT (2)
4. 3/8" INTERNAL TOOTH LOCKWASHER (3)
5. 3/8-24 X 2 3/4 BOLT
6. 7/16-20 X 3 BOLT
7. 7/16" SPLIT LOCKWASHER
8. 7/16" FLAT WASHER
9. SHIFTER ASSEMBLY - PT. 3686
10. ARM - 1st & 2nd - PT. 2440
11. ROD - 1st & 2nd - PT. 3646
12. NYLON BUSHING (6) - PT. 1681
13. SPRING CLIP (6) - PT. 2412
14. ARM - 3rd & 4th - PT. 2441
15. ROD - 3rd & 4th - PT. 3647
16. ARM REVERSE - PT. 3669
17. ROD REVERSE - PT. 3641
18. NEUTRAL ALIGNMENT ROD - PT. 1725
19. ROD ADJUSTING BUTTON (3)

1. Install mounting plate on tailshaft. Tighten all bolts securely.
2. Install Shifter onto mounting plate. Tighten mounting bolts.

**CHECK THE PART NUMBERS STAMPED
ON ALL PARTS RECEIVED WITH KIT WITH
THE PART NUMBERS SPECIFIED**

3. Insert nylon bushings into arms. Assemble hooked ends of rods into arms and secure with spring clips. Check Assembly View for proper combination of parts.
4. Thread rod adjusting buttons onto rods. Spin buttons onto middle of thread length.
5. Install arm-rod-button assemblies onto transmission shafts. Refer to Assembly View for proper part combinations. Fasten arms onto shafts with stock flat-washers, lockwashers and nuts.
6. Insert nylon bushings into holes in levers - refer to Assembly View. Align levers with shifter frame and insert neutral alignment rod (Pt. 1725) through notches in frame and holes in levers.
7. Rotate transmission arms backward and forward. The neutral position for each arm can be felt at the mid-position of full travel. Reverse arm must be moved to the end of its travel toward the front (dis-engaged position).
8. Adjust positions of button on each rod to permit easy slip-in fit of button into nylon bushing in proper lever. TRANSMISSION ARMS MUST REMAIN IN NEUTRAL POSITIONS WHILE ALIGNMENT IS ACCOMPLISHED. Fasten buttons in levers with spring clips.
9. Remove neutral alignment rod. Test shifter. Stick should move freely from side to side at neutral (between 1-2 and 3-4 shifting paths). An increased pull toward the operator should engage the reverse lever. If Shifter functions properly, proceed to paragraph 10.

If the stick CANNOT be moved freely between 1-2 to 3-4 or reverse path, one or more of the rod button adjustments must be corrected. Move stick forward to 3rd, then back to 4th, then into neutral. Insert neutral alignment rod. If rod CANNOT be inserted freely, the 3-4 rod button is incorrectly adjusted. Similar testing of 1-2 shift will prove alignment of 1-2 rod adjustment.

To check reverse rod button adjustment, place stick at neutral. Disconnect reverse rod adjusting button from reverse lever. Grasp rod and push toward front of car. (Reverse arm is dis-engaged when at end of forward travel.) Adjust rod button for easy slip-in fit in bushing. Re-assemble and fasten with spring clip.

10. Adjust shifter stop bolts. Back both bolts out of shifter frame until only a few threads remain engaged. Push stick firmly into 3rd gear and hold. Screw 3rd gear stop bolt in until contact is felt. Back bolt out one turn and tighten lock nut. Pull stick firmly back into 4th gear, screw 4th gear stop bolt in until contact is made, then back stop bolt out one turn and tighten lock-nut.

NOTE: A hole is provided in the reverse arm for the actuating rod of a G.M. back-up light switch. If your transmission is equipped with this switch, hook the switch rod in this hole.

FILL OUT GUARANTEE CARD COMPLETELY AND RETURN PROMPTLY.